

REQUEST FOR COUNCIL ACTION

MEETING

DATE: 3-17-03

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AGENDA SECTION: CONTINUED - PUBLIC HEARINGS	ORIGINATING DEPT: PLANNING	ITEM NO. E-4
ITEM DESCRIPTION: General Development Plan #199 to be known as 37 th Street Commercial Park. The Plan proposes to develop approximately 55 acres of land zoned B-4 (General Commercial), located east of the Zumbro River, west of East River Road NE and south of 37 th St. NE. The Plan proposes public roadways with access to 37 th Street and East River Road, and proposes multiple lots for commercial development.		PREPARED BY: Mitzi A. Baker, Senior Planner

March 13, 2003

This item was previously continued to provide additional time for analysis of new traffic study information.

At the time the 37th St Commercial Park development plan went to the Planning Commission staff had completed an analysis of traffic impacts based on a land use scenario which assumed a style of development similar to that found on other commercially zoned properties in the area to the east of the site. This land use scenario assumed a limited amount of high traffic generators along with office, secondary retail and business types of land uses.

In response to this analysis the applicant submitted an alternative site development proposal involving a much greater number of high traffic uses. This alternative land use scenario increases the number of proposed trips generated by the site from approximately 6,900 per day under the initial evaluation to approximately 22,000 trips per day. Given the capacity and current traffic volumes found on 37th St, this level of potential traffic raised some red flags and triggered staff to conduct an in-depth analysis of traffic impacts associated with this revised land use scenario.

Attached is an analysis prepared by Charlie Reiter, Planning Department Transportation Division. Based on this analysis, it appears that the revised development scenario involving higher traffic volumes exceeds capacity limitation of the transportation system, and traffic operations would suffer significantly. This more intense scenario would not meet adequate public facility standards criteria for the General Development Plan.

Given the roadway system that we have to work with it appears the overall traffic intensity of the site should not exceed a level about 40-45% above the initial land use scenario that was studied by staff. This can be achieved if full development of the site is to proceed through designation of a greater share of the lots for lower intensity uses than proposed in the applicant's revised land use scenario. Another option for the applicant to consider would be to agree not to develop all the lots in the development until some time in the future when traffic capacity is added to 37th St through construction of additional lanes, or capacity is freed up by construction of other facilities, such as the extension of 55th St across the Zumbro River to TH 63, which should divert about 5-10% of the traffic currently on 37th St NW.

Please see the attached detailed summary and analysis provided by Mr. Reiter for complete information regarding the initial development scenario submitted and the revised more intense scenario which has now been analyzed.

COUNCIL ACTION: Motion by: _____ Second by: _____ to: _____

Traffic calming:

The applicant has volunteered to have the Council add the following condition, related to off-site improvements for traffic calming in the area:

The developer agrees to pay for improvements for traffic calming up to \$30,000 for improvements to East River Road between 31st and 37th Streets NE as well as on 31st Street NE between East River Road and North Broadway. The amount would be payable at the time of construction up to 10 years from the GDP approval date. The development agreement will include this requirement.

Planning consulted with Rochester Public Works regarding the language of this condition, and recommends adding the following sentence "The City Engineer shall determine the type and number of traffic calming improvements and make a recommendation to the City Council after a traffic analysis has been completed and a public information meeting is held with neighborhood property owners at which time they are advised of their share of the traffic calming improvement costs to be assessed to the benefiting property owners consistent with City Policy". Planning recommends adding this complete condition as condition #9, as identified on the next page which is shown with underlined text, if this GDP is approved.

Planning Commission Review & Recommendation:

The Planning Commission held a public hearing to consider this item on February 12, 2003. Ms. Rivas moved to recommend approval of General Development Plan #199 to be known as 37th Street Commercial Park with staff-recommended findings and conditions. Mr. Burke seconded the motion. The motion carried 6-0.

CONDITIONS:

1. *The GDP shall be revised to eliminate the right in/out access to 37th Street.*
2. *This property must be platted prior to development. At the time of platting, 1) additional right-of-way may need to be dedicated for 37th Street and East River Road, 2) controlled access will need to be dedicated for the frontage along 37th Street, except for the one public street opening, and also along East River Road except for the approved driveway and public street opening, 3) the applicant shall dedicate a drainage easement over the 100 year floodplain where elevation will be at or below the 100 yr flood elevation following grading of the property 4) the applicant shall dedicate a 30' wide pedestrian Outlot in the Floodway designated area, to the City, for future trail access to 37th Street from the residential area to the south.*
3. *The applicant/owner shall execute a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements to 37th Street and East River Road, access control, pedestrian facilities, right-of-way dedication, extension of utilities and contributions for public infrastructure.*
4. *Because off site public facilities are currently inadequate to handle the proposed development (i.e. transportation improvements are needed), the development must be phased-in in a manner consistent with the City's planned infrastructure improvements. No development will occur and no further development permit will be issued until the Council determines public facilities are adequate to accommodate this development.*
5. *Execution of an Ownership & Maintenance Declaration will be required for any privately constructed storm water facilities that serve less than 50 developable acres. A Storm Water Management fee will apply to any areas of this property that are not served by privately constructed on-site stormwater detention facilities that regulate post development run-off from this site to pre-development rates.*
6. *Pedestrian facilities will be required along both sides of the public roadways and also along the entire frontage abutting East River Road.*
7. *The final median design on 37th Street has not been determined. Final design for modifications to 37th Street and East River Road must be approved by the road authorities prior to development of the property. The timing and phasing of development relative to roadway improvements must also be finalized.*

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8. *The proposed private access to East River Road will be limited to right in/out only and may require the construction of a median in East River Road, or other methods to limit traffic movement, based on results of Traffic Impact Report.*
9. *The developer agrees to pay for improvements for traffic calming up to \$30,000 for improvements to East River Road between 31st and 37th Streets NE as well as on 31st Street NE between East River Road and North Broadway. The amount would be payable at the time of construction up to 10 years from the GDP approval date. The development agreement will include this requirement. The City Engineer shall determine the type and number of traffic calming improvements and make a recommendation to the City Council after a traffic analysis has been completed and a public information meeting is held with neighborhood property owners at which time they are advised of their share of the traffic calming improvement costs to be assessed to the benefiting property owners consistent with City Policy.*

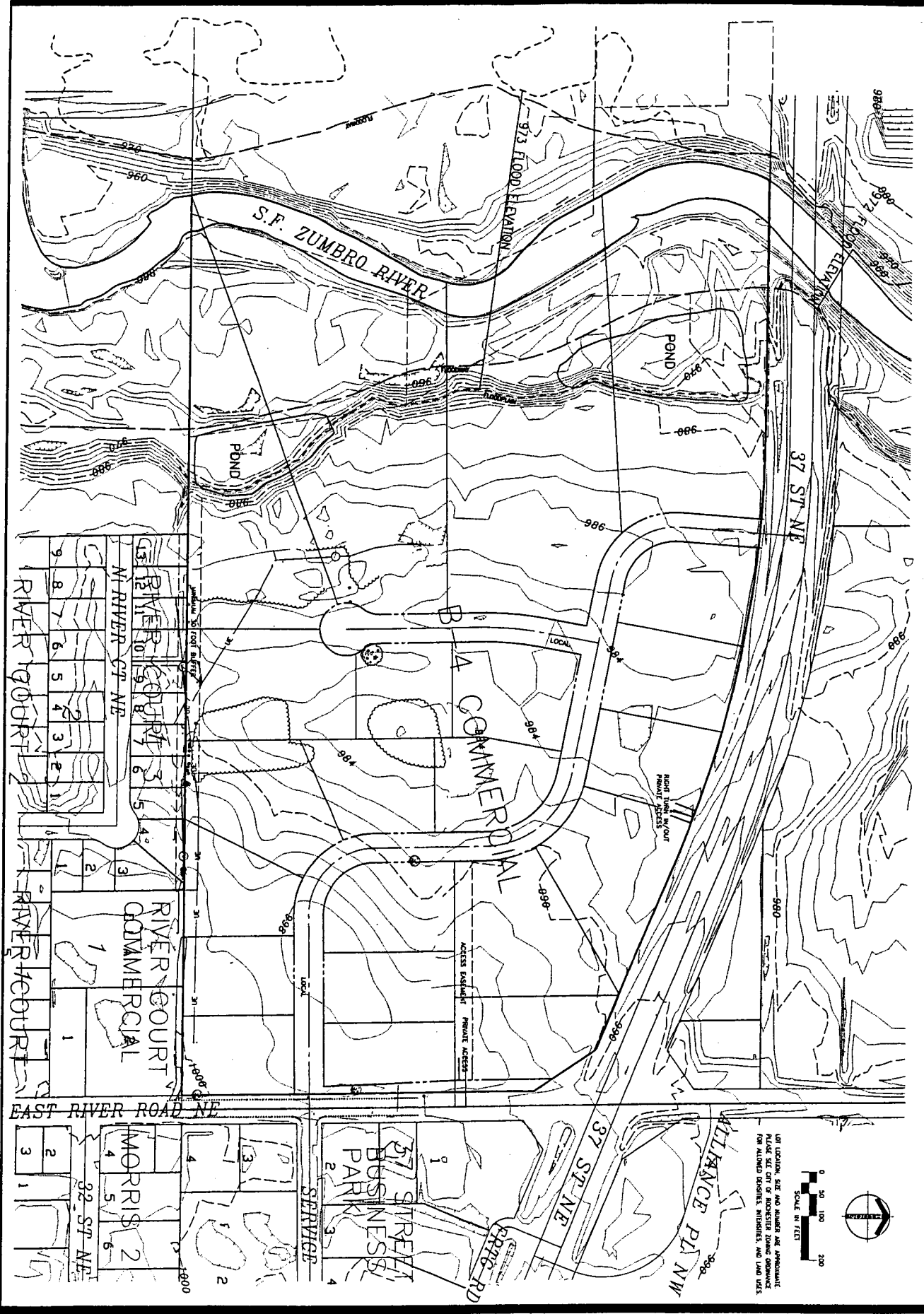
Council Action Needed:

1. *If the Council wishes to approve the General Development Plan it should instruct the City Attorney to prepare a resolution, with findings, for Council approval.*

Distribution:

1. City Clerk
2. City Administrator
3. City Attorney
4. Planning Department File
5. Planning Department, GIS Division
6. Yaggy Colby Associates
7. Applicant: This item will be considered some time after 7:00 p.m. on Monday March 17, 2003 in the Council / Board Chambers in the Government Center at 151 4th Street SE.

GDP
37th St Commercial Park
500' Notification Distance
Ward 6 Benda
01/14/03



RECEIVED
 JAN 15 2003
 ROCHESTER DISTRICT
 PLANNING DEPARTMENT

37TH STREET COMMERCIAL PARK
 ROCHESTER, MINNESOTA

GENERAL DEVELOPMENT PLAN

YAGGY COLBY ASSOCIATES

ARCHITECTS
 217 THIRD AVENUE SOUTH
 ROCHESTER, MINNESOTA 55901
 PHONE: (507) 251-1111
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 WWW.YAGGYCOLBY.COM

DATE _____

NUMBER _____

SCALE _____

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MEMORANDUM

TO: Rochester City Council

FROM: Charles Reiter
Senior Transportation Planner

DATE: March 12, 2003

RE: Supplementary Material for Review of Traffic Impact related to 37th St Commercial Park

SUMMARY OF FINDINGS

The proposed 37th St Commercial Park involves a total of 22 lots zoned B-4 located on approximately 41 acres of developable land east of the Zumbro River along 37th St NW. An initial analysis of the site assuming development similar in nature to the areas east of the site, with a limited number of hi-traffic uses along with a majority of lower-traffic business and office uses, was evaluated. This analysis suggested that the site could function with the existing signal at East River Road and a ¾ access at a proposed access location located ¼ mile to the west.

In response to this analysis the applicant submitted an alternative site development proposal involving a much greater number of high traffic uses. This alternative land use scenario increases the number of proposed trips generated by the site from approximately 6,900 per day under the initial evaluation to approximately 22,000 trips per day. Given the capacity and current traffic volumes found on 37th St, this level of potential traffic raised some red flags and triggered staff to conduct an in-depth analysis of traffic impacts associated with this revised land use scenario. The following factors were analyzed:

- Ability of 37th St to absorb the additional traffic given its current capacity;
- The impact of the added development traffic on intersection operations at all the intersections along 37th St between North Broadway and West River Road;
- The impact of the added traffic on traffic flow and operations in the 37th St corridor;
- The impact of the development to streets in the East River Road neighborhood.

The conclusions of this analysis resulted in the following findings and recommendations:

- Under the revised scenario the reasonable operating capacity of 37th St will be exceeded and traffic operations would suffer significantly. The capacity analysis suggests a cap on trip generation for the site is needed at a level approximately 45% above the level analyzed in our the initial evaluation we conducted for the Planning Commission hearing;
- The traffic associated with the revised scenario will cause operations at the West River Road intersection to deteriorate to unacceptable level of service and will in all likelihood add enough new traffic to 37th St to deteriorate operations at the Hy-Vee entrance west of the river that a signal would be required at that location. Again a reduction in land use below that suggested in the revised scenario needs to be considered, probably in combination with additional public investment at the West River Road intersection in the future;

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- The revised scenario results in a level of cut-through traffic being added to streets in the East River Road neighborhood that significantly exceeds standards in the Land Development Manual. This analysis suggests an overall traffic intensity on the order of 35-40% above the initial staff evaluation would maintain traffic impact to the neighborhood within levels deemed acceptable in the LDM;
 - The revised scenario would necessitate the addition of probably two additional signals in the 37th St corridor between North Broadway and West River Road, one at the proposed West Site access and one on the west side of the river at the Hy-Vee entrance. The additional signalization will further reduce the capacity of the 37th St corridor and with the revised land use scenario will likely cause average travel times to drop on the order of 33%. To maintain an acceptable level of operations in the corridor a combination of lower intensity of overall land use along with reorientation of uses to better utilize the existing East River Road signal should be considered.

Given the roadway system that we have to work with it appears the overall traffic intensity of the site should not exceed a level about 40-45% above the initial land use scenario that was studied by staff. This can be achieved if full development of the site is to proceed through designation of a greater share of the lots for lower intensity uses than proposed in the applicant's revised land use scenario. Another option for the applicant to consider would be to agree not to develop all the lots in the development until some time in the future when traffic capacity is added to 37th St through construction of additional lanes, or capacity is freed up by construction of other facilities, such as the extension of 55th St across the Zumbro River to TH 63, which should divert about 5-10% of the traffic currently on 37th St NW.

MEMORANDUM

TO: Rochester City Council

FROM: Charles Reiter
Senior Transportation Planner

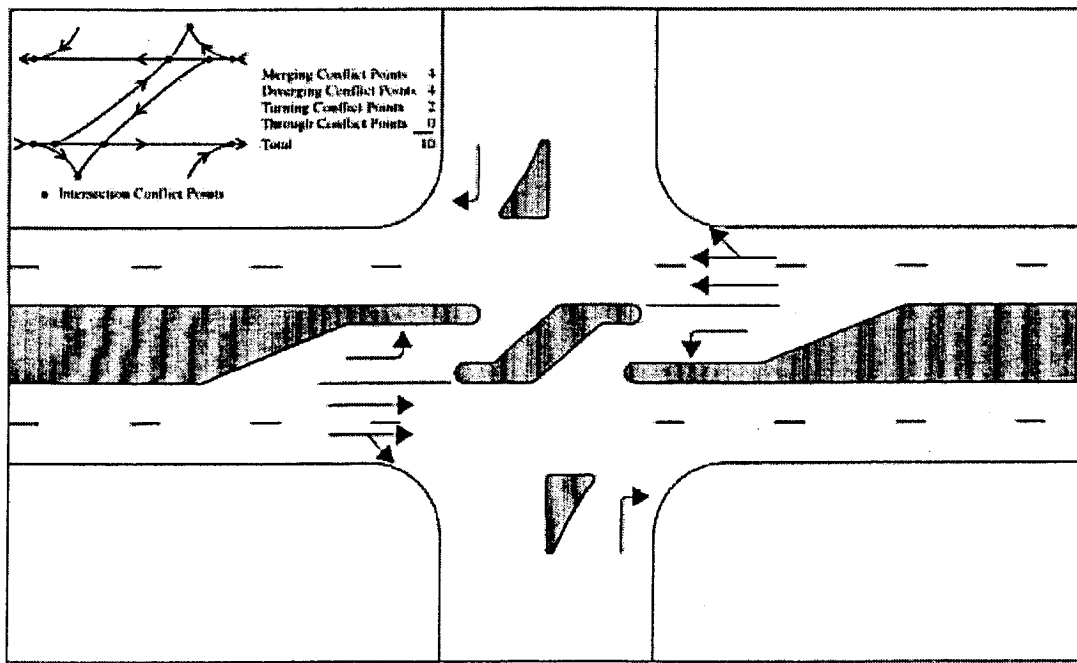
DATE: March 12, 2003

RE: Supplementary Material for Review of Traffic Impact related to 37th St Commercial Park

Background Information:

- At the time the 37th St Commercial Park development plan went to the Planning Commission staff had completed an analysis of traffic impacts based on a land use scenario which assumed a style of development similar to that found on other commercially zoned properties in the area to the east of the site. This land use scenario assumed a limited amount of high traffic generators along with office, secondary retail and business types of land uses.
- Based on that scenario and staff's perspective that the 37th St corridor should be managed to permit traffic to flow at speeds typical of high end arterial corridors (40mph +/-); and that efforts need to be made to retain east-west traffic capacity to the extent possible while balancing the need for access, staff recommended the following access improvements:
 - a ¾ access as illustrated below at the west access point
 - a five lane section on the south leg of the intersection at East River Road and 37th St including 3 northbound lanes and 2 southbound lanes

Figure 1: Proposed West Access Layout



In response to the staff analysis and recommendation the applicant has presented an

alternative land use scenario for consideration. This scenario involves a number of high traffic-generating land uses. The following table contrasts the initial staff scenario (**Scenario A**) and the scenario proposed by the applicant (**Scenario B**) in terms of basic traffic characteristics

Table 1: Summary of Traffic Characteristics of Land Use Scenarios A and B

	Initial Land Use Scenario (<i>Scenario A</i>)	Applicants Scenario (<i>Scenario B</i>)
Land Uses	<p><i>Use types in both scenarios listed by Use / Number of sites / size</i></p> <ul style="list-style-type: none"> • Low Intensity Retail (3) 64,000sqft • Office 106,000 (7) sq ft • Restaurant (1) sit-down 9000 sqft • • Hi-Turnover Service (2) 9,000 sqft <i>EX: Drive-in bank</i> • Auto Service (1) 6 bays • Low-Turnover Service (2) 9000sqft <p><i>Use types only in Staff scenario</i></p> <ul style="list-style-type: none"> • Low Intensity Business (5) 103,000sqft • Day Care (1) 7500 sqft 	<p><i>Use types in both scenarios listed by Use / Number of sites / size</i></p> <ul style="list-style-type: none"> • Low Intensity Retail (6) 85,000sqft • Office (1) – 20,000sqft • Restaurant sit-down (2) 15,000sqft • Restaurant Fast Food (2) 9,000sqft • Hi-Turnover Service (3) – 27,000 <i>EX: Drive-in bank</i> • Auto Service (1) – 6 bays • Low Turnover Service (1) – 35,000 <p><i>Use types only in applicants scenario</i></p> <ul style="list-style-type: none"> • Grocery Store (1) 70,000 • Convenience Store (1) – 12 bays
Estimate of Total Daily Trips Generated	6,900 trips per day	22,000 trips per day <i>(See note below for comparisons)</i>
"Internal Trips" – trips between uses on the site where individuals make multiple stops	1,565 trips <i>(estimated at approximately 22% of total trips)</i>	4,840 trips <i>(estimated at approximately 22%)</i>
"Pass-by Trips" Trips captured from existing traffic flows in area	720 trips <i>(estimated at 13.5% of external trips)</i>	5,950 trips <i>(estimated at 35% of external trips)</i>
Daily "New trips" New Trips to area created by development	4,615 new trips	11,210 new trips
Estimate of Total Peak Hour Trips Generated	910 PM Peak Hour Trips	2,185 PM Peak Hour Trips <i>(See note below for comparisons)</i>
Peak Hour "Internal Peak Trips"	200	478
Peak Hour "Pass-by Trips"	97	593
Peak Hour "New trips"	612 new PM Peak Hour trips	1114 new PM Peak Hour trips
Direction / Source of New Trips created	<p>To/from west on 37th St: 55%</p> <p>To/from North on East River Rd: 2%</p> <p>To/from North on TH 63: 5%</p> <p>To/from East Circle Drive: 10%</p> <p>To/From south on Broadway: 28%</p>	Distribution assumed to be the same
Rate of background traffic growth on 37 th St NW	<p>Historic Rate of growth: 4% per year</p> <p>Projected rate of growth: approximately 2% per year</p>	Growth rate assumed to be the same

Comparative Data:

To assist individuals in assessing the amount of traffic some comparative examples are provided:

- Rochester Marketplace Shopping Center / 460,000 sqft / Est 19,050 daily trips and 1725 peak hour external trips (compared to 17,160 and 1700 peak hour for Land Use Scenario B)
- Wal-Mart Super Center / 200,000 sqft / Est 15,900 daily trips and 1100 peak hour trips

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Ordinance Considerations

The Land Development Manual identifies eight factors that should be considered in the traffic analysis of a site development plan. These six factors are:

- 1) **Capacity:** The proposed development should not cause the capacity of the street serving the site to be exceeded
- 2) **Level of Service:** Level of Service is a term referring the quality of traffic flow at an intersection or along a corridor. It is a measure of delay and congestion. Level of Service is graded on a scale from A to F, with Level A indicating very high quality traffic flow and Level F indicating essentially peak hour gridlock. For arterial streets such as 37th St the goal is to maintain Level of Service at a level of C/D.
- 3) **Number of Access Points:** an adequate number of access points shall be provided to serve the site, with the contingency that the spacing and geometric design of all access points shall be consistent with the access management criteria of Section 64.140.
- 4) **Residential Street Impact:** Non-residential development shall not increase the traffic on a residential street with at least 300 average daily trips by more than 25%, and shall contribute no more than 20% of the traffic on any street segment providing residential access. Average Daily Traffic (ADT) on residential streets shall be within the ranges spelled out in the Thoroughfare Plan for the class of street involved.
- 5) **Traffic Flow and Progression:** The location of traffic signals or proposed changes to existing signals in order to meet Level of Service standards shall not interfere with the goal of achieving adequate traffic progression on major public streets in the vicinity of the development
- 6) **Vehicle Storage:** The capacity of storage bays and auxiliary lanes for turning traffic shall be adequate to insure turning traffic will not interfere with through traffic flows on any public street
- 7) **Internal Circulation:** On-site vehicle circulation and parking patterns shall be designed so as not to interfere with the flow of traffic on any public street and shall accommodate all anticipated types of site traffic.
- 8) **Safety:** Access points shall be designed to provide for adequate sight distance and appropriate facilities to accommodate acceleration and deceleration of site traffic.

Critical issues related to the development of the property, particularly under Land Use Scenario B, are factors 1 (Road Capacity), 2 (Level of Service), 4 (Residential Street Impact) and 5 (Traffic Flow and Progression). The following is a discussion of staff's analysis of each these four critical factors.

CAPACITY

Roadway capacity is a "first cut" measure of the adequacy of adjacent roadways. To assess capacity we look at the combined affect of existing traffic, the estimated new off-site traffic that will be generated by the development, and 10 years of continued growth in the background traffic. Ten years is identified as the benchmark in the Land Development Manual for assessment of future impact

The capacity of a roadway corridor is affected by any number of variables, with the major factors including the number of lanes and the presence and density of traffic signals. Figure 2 on the next page is taken from the Florida DOT Level of Service Handbook, which is the most thorough review of roadway capacity and Level of Service guidelines we have found. This illustrates that a 4 lane divided highway with less than 2 signals per mile (the upper table in Figure 2) can handle approximately 35,700 vehicles per day at Level of Service C/D.

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We use this figure of 35,700 as a benchmark to measure the combined impact of existing traffic, new development traffic and background traffic growth to determine if within a 10 Year time horizon the capacity of the corridor will be exceeded. Table 1 summarizes this review. This analysis finds that the impact of Land Use Scenario A falls within the capacity benchmark for the corridor (assuming additional signalization does not occur in the corridor) while Land Use Scenario B exceeds the benchmark,. As will be shown in the discussion on Level of Service, the need for additional signalization to satisfy access needs under Land Use Scenario B is an issue. Unfortunately, the placement of additional signals will further restrict the capacity of the corridor, making full development of the Scenario B more problematic.

Figure 2: Generalized ADT Capacity Guidelines

Class I (>0.00 to 1.99 signalized intersections per mile)					
Level of Service					
Lanes	Divided	A	B	C	D
2	Undivided	**	4,200	11,800	16,400
4	Divided	4,800	29,300	34,700	35,700
6	Divided	7,300	44,700	53,100	53,600
8	Divided	9,400	58,000	66,100	67,800
Class II (2.00 to 4.50 signalized intersections per mile)					
Level of Service					
Lanes	Divided	A	B	C	D
2	Undivided	**	1,900	11,200	15,400
4	Divided	**	4,100	26,000	32,700
6	Divided	**	6,500	40,300	47,200
8	Divided	**	8,500	53,300	63,800

Table 2: Capacity Assessment based on Daily Traffic

	Land Use Scenario A	Land Use Scenario B
Current Daily Traffic / 37 th St	26,700	26,700
10 Year background growth	5,220	5,220
Impact of development (<i>Traffic associated with major direction of impact, which is 55% to / from the west on 37th St</i>)	2,540	6,165
TOTAL 2013 Traffic	34,460	38,085
Capacity Benchmark < 2 signals per mile	35,700	35,700
Capacity Benchmark with 2 to 4 signals per mile	32,700	32,700

This analysis suggests that a level of traffic intensity 45% above that analyzed as part of Scenario A would result in the total traffic on the corridor not exceeding the capacity benchmark of the corridor

As a second check on capacity staff also evaluated peak hour capacity for the corridor. As a general guide the maximum capacity of a signalized highway corridor will approach 900 vehicles per lane per hour; thus for a four lane facility we would expect a top capacity figure of 3600 vehicles per hour.

Staff completed an analysis of projected peak hour traffic operations on the 37th St corridor that provides us with data on peak our traffic flows by section of the roadway, with the endpoints of the sections defined by the location of traffic signals. Table 3 summarizes these results

Table 3: Capacity Assessment based on Peak Hour Traffic

	Land Use Scenario A	Land Use Scenario B
Capacity Benchmark	3,600 veh per hour	3,600 veh per hour

Projected Peak Hour Flows <i>Highest Analysis Values found</i>		
Between West River Road and East Road	3,760 veh per hour	4,057 vehicles per hour
Between East River Rd and TH 63	3,144 veh per hour	3,317 veh per hour

Given the projected heavy flow of traffic to the site to/from the west, the section of the corridor between East River Rd and West River Rd is the critical section for peak hour traffic. Scenario A results in the projected peak hour demand within 5% of the corridor capacity, which given the normal variability in traffic would lead us to conclude that adequate capacity is available. Under Scenario B, the capacity of the corridor is exceeded by approximately 15%, again suggesting that some reduction in traffic intensity is warranted below that assumed in Scenario B.

LEVEL OF SERVICE

Level of Service is a measure of the quality of traffic operations in a corridor. Level of Service can be evaluated for intersections as well as for corridors. The Level of Service standard in the Land Development Manual is typically focused on intersection operations, while the evaluation of corridor level of service relates more to the character of traffic flow and progression. The discussion in this section will focus more on intersections, while the section below on **Traffic Flow and Progression** will address 37th St corridor operations.

We have two tools that we use for intersection Level of Service, one being the Intersection Capacity Utilization (ICU) method and the second being the Highway Capacity Manual (HCM) method. Each tool has a slightly different focus and we used both to assess the impacts of the proposed development on the intersections along the 37th St corridor. The analysis stretched from the West River Road intersection to the North Broadway intersection, consistent with the guidance in the LDM that states that any intersection within ½ mile of a site where development may increase total intersection traffic by over 5% is a candidate for evaluation.

ICU Analysis

ICU analysis focuses primarily on an intersection's volume related to its capacity. It is a good first measure to determine to what extent development related traffic may tax the capacity of an intersection. The results of this analysis are shown in Table 4:

Table 4: ICU Level of Service at intersections within the 37th St corridor

	<i>Intersection of Broadway & 37th</i>	<i>Intersection of East River Road and 37th St</i>	<i>Intersection of 37th St and proposed West Site Access</i>	<i>Intersection of 37th St and Hy-Vee access west of river</i>	<i>Intersection of West River Rd and 37th St</i>
Current Traffic Conditions	D	B	n.a.	B	D
Current Traffic + Land Use Scenario A	D	B	B	A	D
Current Traffic + Land Use Scenario B	D	C	D	B	E
Current Traffic + Scenario A + Background	E	D	C	C	G

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	<i>Intersection of Broadway & 37th</i>	<i>Intersection of East River Road and 37th St</i>	<i>Intersection of 37th St and proposed West Site Access</i>	<i>Intersection of 37th St and Hy-Vee access west of river</i>	<i>Intersection of West River Rd and 37th St</i>
Current Traffic + Scenario B + Background	F	D	E	C	H

The various critical level of service results (E through H in the table) are described in the following paragraphs:

LOS E: *The intersection is right on the verge of congested conditions. Many vehicles are not served on the first cycle. Minor traffic fluctuations, accidents, and lane closures can cause significant congestion. This intersection has less than 10% reserve capacity available.*

LOS F: *The intersection is over capacity and likely experiences congestion periods of 15 to 60 minutes per day. Queues at the end of green are common.*

LOS G: *The intersection is 10% to 20% over capacity and likely experiences congestion periods of 60 to 120 minutes per day. Long queues are common. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.*

LOS H, *The intersection is 20% over capacity and could experience congestion periods of over 120 minutes per day. Long queues are common. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements*

The critical findings in the ICU analysis are:

- In the 3rd row of the table the analysis indicates that traffic associated with the development of Scenario B, when added to today's existing traffic, causes the West River Road intersection to drop to a Level of Service E. This would suggest that a reduction in land use or developer participation in improvements at this intersection would be warranted in order for the Level of Service to be maintained at a LOS D.
- Analysis of the combined impact of development traffic plus 10 years of background traffic growth identify future concerns at two additional locations in addition to the West River Road intersection. These intersections are 37th St & North Broadway and the proposed West Access on the Allen property. These combined impact of a reduction in development intensity along the lines suggested in the capacity analysis and future public investment in additional turn lane capacity would likely address these future intersection capacity problems.

At the North Broadway intersection I would anticipate the additional turn lane capacity would be a public investment cost. At the West Site access the cost for needed turn lane capacity would be a cost of development. Under Scenario B the analysis suggests a westbound dual left turn lane may be needed to service the site. The projected left turn volume (westbound on 37th St turning left into the site) is 335 vehicles for the PM Peak Hour. The rule of thumb is that when left turn volumes exceed 300 vehicles per hour additional turn lane capacity is needed.

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Highway Capacity Manual (HCM) Analysis

The HCM analysis provides a slightly different perspective than ICU in that its focus is on congestion and delay and thus the quality of intersection operation. Again a grading system is used, from A to F, and the standard from the Land Development Manual is for intersections to operate at a Level of Service D or better. HCM analysis can be completed for both signalized and unsignalized intersections. Table 5 reports the results of this analysis for each intersection and scenario studied.

Table 5: HCM Level of Service at intersections within the 37th St corridor

	<i>Intersection of Broadway & 37th</i>	<i>Intersection of East River Road and 37th St</i>	<i>Intersection of 37th St and proposed West Site Access</i>	<i>Intersection of 37th St and Hy-Vee access west of river</i>	<i>Intersection of West River Rd and 37th St</i>
Current Traffic Conditions	B	A	n.a.	Unsig: 6 vhd	D
Current Traffic + Land Use Scenario A	B	A	Unsig-3/4 : 0.4 vhd Unsig/full: 47 vhd Sig: A	Unsig: 7 vhd Signal: A	E
Current Traffic + Land Use Scenario B	B	A	Unsig-3/4 : 0.5 vhd Unsig/full: >100 Sig: C	Unsig: 15 vhd Signal: A	E
Current Traffic + Scenario A + Background	B	B	Unsig-3/4 : 2 vhd Unsig/full: 59 vhd Sig: B	Unsig: 21 vhd Signal: B	F
Current Traffic + Scenario B + Background	B	B	Unsig-3/4 : 3.2 vhd Unsig/full:>100 Sig: F	Unsig: 31 vhd Signal: B	F

Footnote: "VHD" indicates vehicle-hours of delay for unsignalized intersections. Values substantially above 5 indicate intolerable delay conditions and suggest traffic signalization will be required.

Critical findings from this analysis include:

- The HCM analysis again indicates the Level of Service at the West River Road intersection will drop below standards in the LDM simply from the addition of Scenario B traffic.
- The analysis suggests that addition of the Scenario B traffic will significantly increase side street traffic delay at the Hy-Vee intersection and will likely necessitate signalization of the Hy-Vee entrance.
- The analysis finds the proposed West Site access would operate adequately as either a ¾ access or if it was signalized. A full median opening at this location will not function adequately.

With the layout and proposed location of land uses assumed with Scenario B we find that this intersection, even when signalized, would operate at a poorer level of service by 2-3 letter grades (C vs A in one case and F vs B in the other), suggesting underutilization of the existing signal that is already in-place and greater reliance on the need for a new signal due to traffic patterns resulting from the location of uses on the site. It should also be noted the HCM analysis also identifies insufficient intersection capacity at the west site access under full build-out and growth conditions, again due primarily to inadequate left turn capacity into the site.

RESIDENTIAL STREET IMPACT

The Land Development Manual standard for residential street impact due to non-residential development states that the non-residential development shall not increase average daily trips by more than 25% and shall contribute no more than 20% of the traffic on any residential street. In addition, the resultant traffic flow should be within the ranges spelled out in the Thoroughfare Plan for the class of street under study.

East River Road south of the site has an existing traffic level of 2600 vehicles per day¹. The 25% threshold suggests that development of the site should contribute no more than 650 additional vehicles per day to the corridor. The addition of 650 vehicles to the corridor would result in a total daily vehicle volume of 3250, which is at the upper end of the range of what would be considered acceptable on a residential collector street.

An analysis was completed to evaluate the amount of potential added traffic to East River Road as a result of development of the site. The traffic of concern is the 28% that is estimated to originate from or travel towards the southeast on North Broadway. Motorists to or from the southeast will potentially utilize local streets to reduce their trip distances. In estimating what this level of traffic might be, we took into account the traffic generated by the lots in the eastern half of the development would be more likely to utilize this short-cut (we assumed 75% of the southeast-oriented traffic from this area might short-cut) while traffic from the western half of the site may be somewhat less likely to short-cut through the neighborhood (we assumed 25% of the southeast-oriented traffic might shortcut). Based on these assumptions, we find:

- Land Use Scenario A yields an estimated 500 trips per day, within the ordinance criteria of 650.
- Land Use Scenario B yields an estimated 1100 trips per day, approximately 70% greater than the standard.

This analysis suggests that a trip generation cap on the site that falls somewhere between Scenario A and B would be appropriate from the perspective of impact to the streets in East River Road neighborhood.

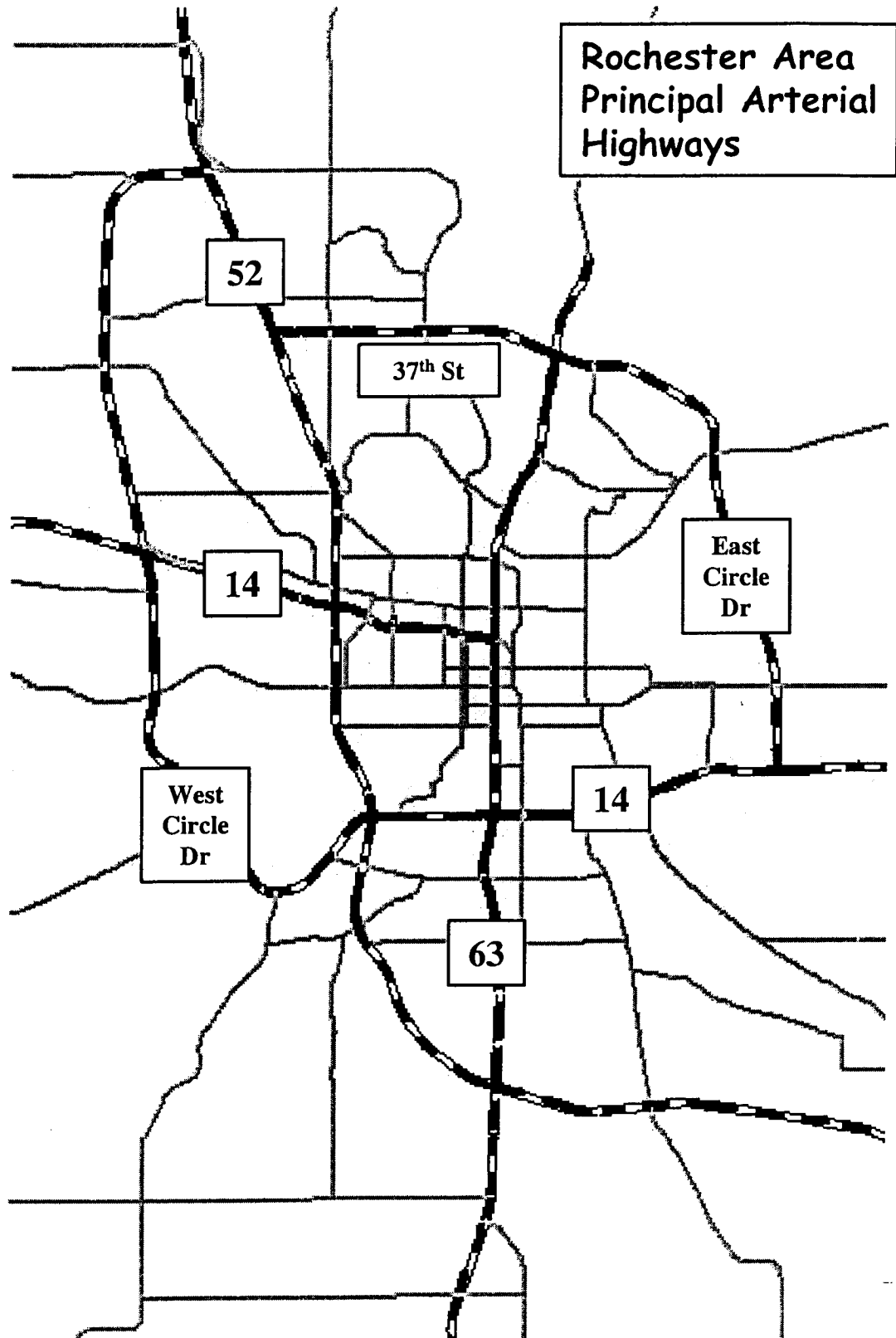
TRAFFIC FLOW AND PROGRESSION

The issue of traffic flow and progression is a concern on 37th St due to its place in the hierarchy of the Rochester street system. It is a designated arterial on the Thoroughfare Plan and more importantly is also designated as one of a limited number of principal arterials in the federal system of highway functional classification. The principal arterial system is highlighted on the next page. Principal arterials make up a small portion of the overall highway system mileage in the urban area (about 10%) but carry about 55% of the vehicle miles of travel. This suggests that the principal arterials play an important role in urban area mobility that needs to be preserved in the management of these corridors if overall travel times in the area are to be maintained at acceptable levels.

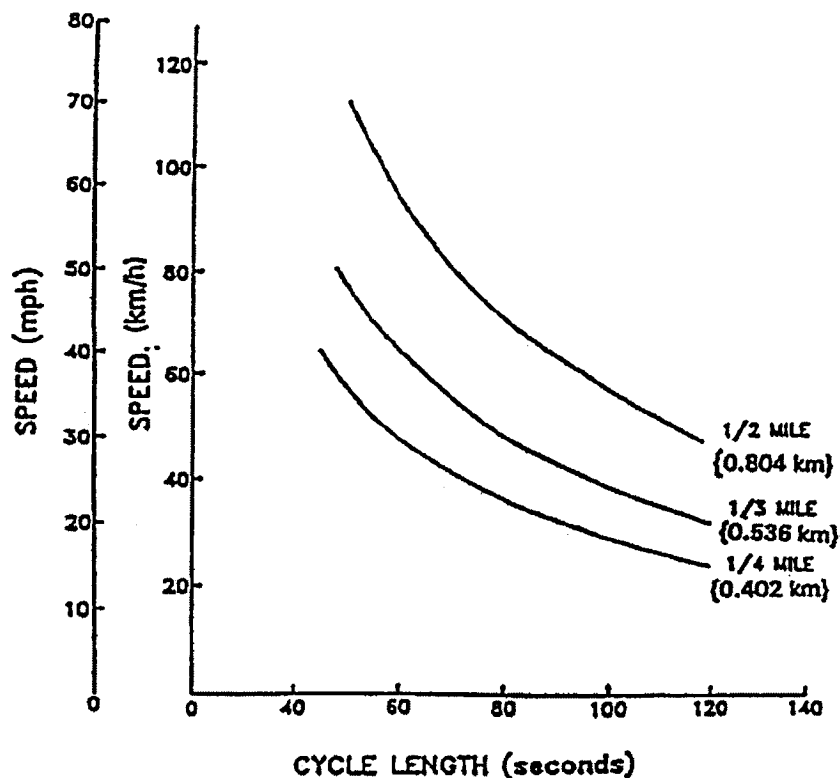
As was shown in the Level of Service analysis the operation of both the proposed West Site access and the existing Hy-Vee access are critical issues. When each intersection is looked at in isolation, the analysis would suggest that traffic signals will need to be placed at each

¹ Based on traffic counts taken during the first week of April, 2001.

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location. However, the placement of signals has impacts that extend beyond the operation of the intersection. As was illustrated in the discussion on capacity, the addition of signals will reduce the overall capacity of the 37th St corridor by about 15%, which is a critical factor. The addition of signals will also affect average travel speeds detrimentally, as illustrated in the figure to the left. Reducing spacing from an average of 1/2 mile to 1/4 mile, for example, will typically result in a reduction in average travel speeds from 35-40 mph to somewhere in the range of 20-25 mph at the longer cycle lengths that will need to be used with heavy traffic volumes.



Source: 3-2, 3-3, & 3-5

Figure 7. Relationship between speed, cycle length, and signal spacing (156, 157, 158)

Because of the role of 37th St in the overall system, staff felt it was important to assess the impact of potentially introducing two additional signals along the 37th St corridor between North Broadway and West River Road. We completed multiple evaluation runs looking at different signalization scenarios to see what impact this would have on the operation of 37th St. In order to compare apples with apples, the analysis program optimized the operation of the corridor under each scenario in order to obtain comparable results between scenarios. In the real world, this optimization is not currently done as it requires interconnection of the signal systems and routine assessment of operations. Therefore, these results indicate something close to the best-case situation that could be attained with a high level of ongoing traffic system maintenance.

As with other analysis, the results are again reported in terms of Level of Service A through F, with the goal to be maintaining Level of Service C. The following table reports the results:

Scenario	Eastbound L.O.S.	Westbound L.O.S	Ave Speeds
Current Conditions	C	B	32
Scenario A & Current Signals	C	C	28
Scenario A & 2 added signals	D	C	28
Scenario B & Current Signals	D	C	22
Scenario B & 2 added signals	D	C	20

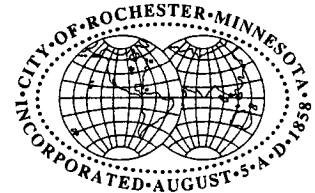
The conclusions that can be drawn from this analysis are:

- The level of traffic associated with Land Use Scenario B significantly affects average travel speeds and causes the Eastbound level of service to decline to a Level of Service D under current signal configuration as well as with added signals. This suggests, consistent with the capacity and level of service analysis, that some reduction in land use intensity below Scenario B is warranted
- The addition of 2 signals under Land Use Scenario A causes the Eastbound Level of Service to decline to a Level of Service D. The same result was observed if only a single signal was installed at either the site access or at Hy-Vee. This would suggest that it would be desirable to maintain the existing level of signalization in the corridor from the perspective of traffic management on 37th St.

OTHER FACTORS

Unlike many major commercial developments in the city, the site is restricted to some degree by the lack of access to multiple major non-residential streets. If one looks at other sites generating comparable levels of traffic (Rochester Marketplace, Broadway Commons, Crossroads, Barclay Square) they have the benefit of having existing or planned access from multiple directions. Fronting only on 37th St, and with the need to limit traffic south on East River Road, places a significant burden on distributing maximum levels of commercial traffic from this site.

Further investigation will also be required once the overall level of traffic intensity is established to look at lane needs on the interior streets serving the site. It appears from the analysis that has been done that additional lane capacity may be needed at either the west site access or on East River Road to manage the heavy outbound flows to the west that are expected. This work can be done in conjunction with the platting stage of the project.



ROCHESTER-OLMSTED
PLANNING DEPARTMENT
2122 CAMPUS DR SE
ROCHESTER MN 55904-4744

ADMINISTRATION/ PLANNING	507/285-8232
GIS/ADDRESSING/ MAPPING	507/285-8232
HOUSING/HRA	507/285-8224
BUILDING CODE	507/285-8213
WELL/SEPTIC	507/285-8345
FAX	507/287-2275

TO: City Planning and Zoning Commission

FROM: Mitzi A. Baker, Senior Planner

DATE: February 6, 2003

RE: General Development Plan #199 to be known as 37th Street Commercial Park. The Plan proposes to develop approximately 55 acres of land zoned B-4 (General Commercial), located east of the Zumbro River, west of East River Road NE and south of 37th St. NE. The Plan proposes public roadways with access to 37th Street and East River Road, and proposes multiple lots for commercial development.

Planning Department Review:

Applicant/Owner:	37 th Street Commercial Park, LLC 6851 Flying Cloud Drive Eden Prairie, MN 55344
Consultants:	Yaggy Colby Associates 717 Third Ave. SE Rochester, MN 55904
Size and Location:	The property includes approximately 55 acres of land located south of 37 th Street NE, west of East River Road.
Existing Land Use:	The site is presently undeveloped and zoned B-4 (General Commercial).
Report Attachments:	1. Proposed General Development Plan 2. Proposed Transportation Improvements 3. Narrative 4. Referral Comments



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Staff Suggested Findings and Recommendation:

Paragraph 61.215 of the Rochester Zoning Ordinance and Land Development Manual lists the Criteria for approval of a general development plan (see attached section from the newly adopted regulations, which became effective May 15, 1999).

- Criteria A. The proposed land uses are generally in accord with the adopted Comprehensive Plan and zoning map, or that the means for reconciling any differences have been addressed. A GDP may be processed simultaneously with a rezoning or plan amendment request.

This property is zoned B-4 (General Commercial). The GDP proposes commercial development in the B-4 district, consistent with the current zoning. Existing 100-yr floodplain and Floodway boundaries exist on the property, and are identified.

- Criteria B. The proposed development, including its lot sizes, density, access and circulation are compatible with the existing and/or permissible future use of adjacent property.

Two accesses are proposed to 37th St. NW and two are proposed to East River Road. The easterly access to 37th St. does not meet Ordinance requirements and must be removed from the GDP.

Off-site improvements necessary to facilitate development of this property include widening 37th St. and East River Road, constructing turn lanes, and constructing acceleration and deceleration lanes. The pedestrian path on 37th St. may also need to be re-located as part of these improvements. A final design for modifications to both roadways will need to be approved by the road authorities.

To improve pedestrian circulation in this area, the City is requesting a 30' wide Outlot in the Floodway designated area of the site to allow for a future pedestrian connection to 37th St. from the residential developments located south of this GDP.

- Criteria C. The mix of housing is consistent with adopted Land Use and Housing Plans.

This GDP does not include a residential component.

- Criteria D. The proposed plan makes provisions for planned capital improvements and streets reflected in the City of Rochester's current 6-Year Capital Improvement Program, adopted Thoroughfare Plan, the ROCOG Long-Range Transportation Plan, Official Maps, and any other public facilities plans adopted by the City. Street system improvements required to accommodate proposed land uses and projected background traffic are compatible with the existing uses and uses shown in the adopted Land Use Plan for the subject and adjacent properties.

Off-site transportation improvements necessary to facilitate this development are not included in public works projects planned by the City or the County. These off-site improvements will need to be completed at the developer's cost, which will need to be outlined in a Development Agreement executed by the applicant/property owner.

Please see the attached memorandum from Charlie Reiter dated February 5, 2003 regarding the traffic impact analysis for this project.

Criteria E. On and off-site public facilities are adequate, or will be adequate if the development is phased in, to serve the properties under consideration and will provide access to adjoining land in a manner that will allow development of those adjoining lands in accord with this ordinance.

1. Street system adequacy shall be based on the street system's ability to safely accommodate trips from existing and planned land uses on the existing and proposed street system without creating safety hazards, generating auto stacking that blocks driveways or intersections, or disrupting traffic flow on any street, as identified in the traffic impact report, if required by Section 61.523(C). Capacity from improvements in the first 3 years of the 6-year CIP shall be included in the assessment of adequacy.

Off-site transportation improvements necessary to facilitate this development are not included in public works projects planned by the City or the County. These off-site improvements will need to be completed at the developer's cost, which will need to be outlined in a Development Agreement executed by the applicant/property owner.

The eastern access proposed to 37th Street (right in/out) does not meet Ordinance requirements and must be removed from the GDP.

At the time of platting, access control will need to be dedicated along 37th Street and East River Road, except for the approved public roads and private drive opening.

Please see the attached memorandum from Charlie Reiter dated February 5, 2003 regarding the traffic impact analysis for this project.

2. Utilities are now available to directly serve the area of the proposed land use, or that the City of Rochester is planning for the extension of utilities to serve the area of the proposed development and such utilities are in the first three years of the City's current 6-Year Capital Improvements Program, or that other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrently with development. If needed utilities will not be available concurrent with the proposed development, the applicant for the development approval shall stipulate to a condition that no development will occur and no further development permit will be issued until concurrency has been evidenced.

Sanitary sewer and water service is available at 37th St. and East River Road. Water is available from a water main stubbed from River Court Third Subdivision. Water main connections must be constructed as required by RPU.

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3. The adequacy of other public facilities shall be based on the level of service standards in Section 64.130 and the proposed phasing plan for development.

Pedestrian facilities will be required along both sides of the public roadways and also along the entire frontage abutting East River Road. Additionally, the City recommends the applicant provide a minimum 30' wide trail Outlot in the Floodway designated area of the development to provide for future pedestrian trail connections from the residential areas located south of this development to 37th Street.

- Criteria F. The drainage, erosion, and construction in the area can be handled through normal engineering and construction practices, or that, at the time of land subdivision, a more detailed investigation of these matters will be provided to solve unusual problems that have been identified.

The GDP identifies two on-site storm water management ponds to handle a majority of the storm water run-off from this property. The applicant may participate in the City's Storm Water Management Plan for portions of the site that do not drain to on-site ponds.

- Criteria G. The lot, block, and street layout for all development and the lot density for residential development are consistent with the subdivision design standards contained in Section 64.100 and compatible with existing and planned development of adjacent parcels.

The roadway, lot and block layout are generally in accord with the Rochester Zoning Ordinance and Land Development Manual. The right in/out access to 37th Street (eastern access shown to 37th St.) does not meet Ordinance requirements and needs to be removed from the GDP. Off-site improvements are necessary to provide adequate public transportation facilities to facilitate development of this property. Those improvements are not included in City or County improvement plans and will need to be constructed by the developer/applicant at the developer/applicant expense. A Development Agreement will need to be executed by the developer/applicant that outlines obligations for on and off site improvements, phasing and timing among other things. This property will need to be platted prior to development. The Development Agreement must be executed for the whole property prior to submittal of the first final plat for this GDP.

The City recommends the applicant provide a minimum 30' wide trail Outlot in the Floodway designated area of the development to provide for future pedestrian trail connections from the residential areas located south of this development to 37th Street.

Summary & Recommendation:

If the Commission and Council wish to proceed with this application, Staff recommends the following conditions or modifications to assure compliance with the Rochester Zoning Ordinance and Land Development Manual and applicable criteria:

1. **The GDP shall be revised to eliminate the right in/out access to 37th Street.**
2. **This property must be platted prior to development. At the time of platting, 1) additional right-of-way may need to be dedicated for 37th Street and East River Road, 2) controlled access will need to be dedicated for the frontage along 37th Street, except for the one public street opening, and also along East River Road except for the approved driveway and public street opening, 3) the applicant shall dedicate a drainage easement over the 100 year floodplain where elevation will be at or below the 100 yr flood elevation following grading of the property 4) the applicant shall dedicate a 30' wide pedestrian Outlot in the Floodway designated area, to the City, for future trail access to 37th Street from the residential area to the south.**
3. **The applicant/owner shall execute a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements to 37th Street and East River Road, access control, pedestrian facilities, right-of-way dedication, extension of utilities and contributions for public infrastructure.**
4. **Because off site public facilities are currently inadequate to handle the proposed development (i.e. transportation improvements are needed), the development must be phased-in in a manner consistent with the City's planned infrastructure improvements. No development will occur and no further development permit will be issued until the Council determines public facilities are adequate to accommodate this development.**
5. **Execution of an Ownership & Maintenance Declaration will be required for any privately constructed storm water facilities that serve less than 50 developable acres. A Storm Water Management fee will apply to any areas of this property that are not served by privately constructed on-site stormwater detention facilities that regulate post development run-off from this site to pre-development rates.**
6. **Pedestrian facilities will be required along both sides of the public roadways and also along the entire frontage abutting East River Road.**
7. **The final median design on 37th Street has not been determined. Final design for modifications to 37th Street and East River Road must be approved by the road authorities prior to development of the property. The timing and phasing of development relative to roadway improvements must also be finalized.**
8. **The proposed private access to East River Road will be limited to right in/out only and may require the construction of a median in East River Road, or other methods to limit traffic movement, based on results of Traffic Impact Report.**

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1/15/03
YCA #8057 LD5

37th STREET COMMERCIAL PARK GENERAL DEVELOPMENT PLAN

37th Street Commercial Park is approximately 55 acres bounded by 37th Street NE to the north, East River Road to the east, the South Fork Zumbro River to the west, River Court Commercial and River Court Third Subdivisions to the south. There are approximately 41 acres developable because of floodway and floodplain on the west portion of the property.

The following is a written summary of the General Development Plan (GDP) in accordance with Appendix B E-3.

- a) *Topographic or soils conditions which, in the estimation of the applicant, may create potential problems in street, drainage, public utilities or building design and construction, and how these problems will be investigated further or engineered to overcome the limitations.*

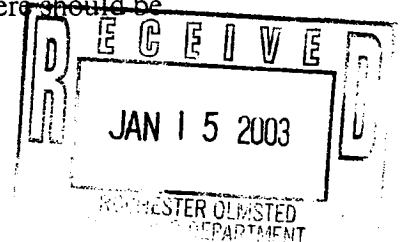
Soils on the property, indicated in the Olmsted County Soil Survey, consist of Dickinson (27A & B) and Plainfield (283B) on the upper portion of the property, Becker (25) and Kalmarville (465) along the river bench, and Salida (42E) on the riverbank. The majority of these soils are well to excessively well drained and the erosion potential is low. The properties of these soil types increases the risk of trenches caving in during construction, and enlarged trenches may be necessary to prevent caving. No shallow bedrock has been identified, but additional borings will be completed as design moves forward. The Kalmarville soil type is a small area located near the 37th Street bridge in the lower area next to the river, and is a hydric soil. Additional study will be necessary to determine if wetlands exist at this location near the river.

- b) *Storm drainage problems which, in the estimation of the applicant, may result in costs that will exceed normal storm drainage costs.*

The storm drainage does not appear to cause problems that will result in the increase of normal costs of the development.

- c) *Identification of potential off-site drainage problems.*

The applicant intends to construct two ponds to handle the majority of the storm water run-off from this property. Rochester Public Works will be involved in the design of these ponds and their proximity to the river. Participation in the city's storm water management plan may occur on a portion of the site. There should be no problems with off-site drainage created by this development.



d) *Availability of utilities to serve the area under consideration.*

Sanitary sewer and water service is available in 37th Street and East River Road, and water is available from a water main stubbed from River Court Third Subdivision.

e) *Identification of possible erosion problems which may arise in the estimation of the applicant.*

Where development encroaches into steeper slopes and on the perimeter of proposed graded areas, erosion control measures will be incorporated into the grading plan during final design.

f) *A general statement as to the possible phasing of any development activity to occur on the property under the control of the applicant.*

The first phase is planned to be off of East River Road and then continue toward the west. The full development of the site is planned to be over five to ten years.

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ROCHESTER PARK AND RECREATION DEPARTMENT

MEMORANDUM

DATE: January 21, 2003

TO: Jennifer Garness
Planning

SUBJECT: 37th Street GDP #199

The development has no parkland dedication requirements.

There is currently a trail underpass under 37 Street NE located at the NW corner of this proposed commercial area. The underpass provides pedestrian and trail access to Foster Arend Park. The Park Department recommends that the applicant provide a minimum 30' wide trail outlot in the floodway designated area of the development. The outlot would provide a means for future trail access to 37 Street from residential areas located south of the commercial development. The outlot would be best located on the somewhat higher ground located along the eastern edge of the floodway line. Construction of the trail would be not be required of the applicant.

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FOSTER AREND
PARK



EXISTING
TRAIL

37 STREET

RECOMMENDED
TRAIL
OUTLOT

37 STREET
COMMERCIAL
PARK

RIVER
ZUMBRO

EAST RIVER RD

N RIVER CT NE

RIVER CT NE

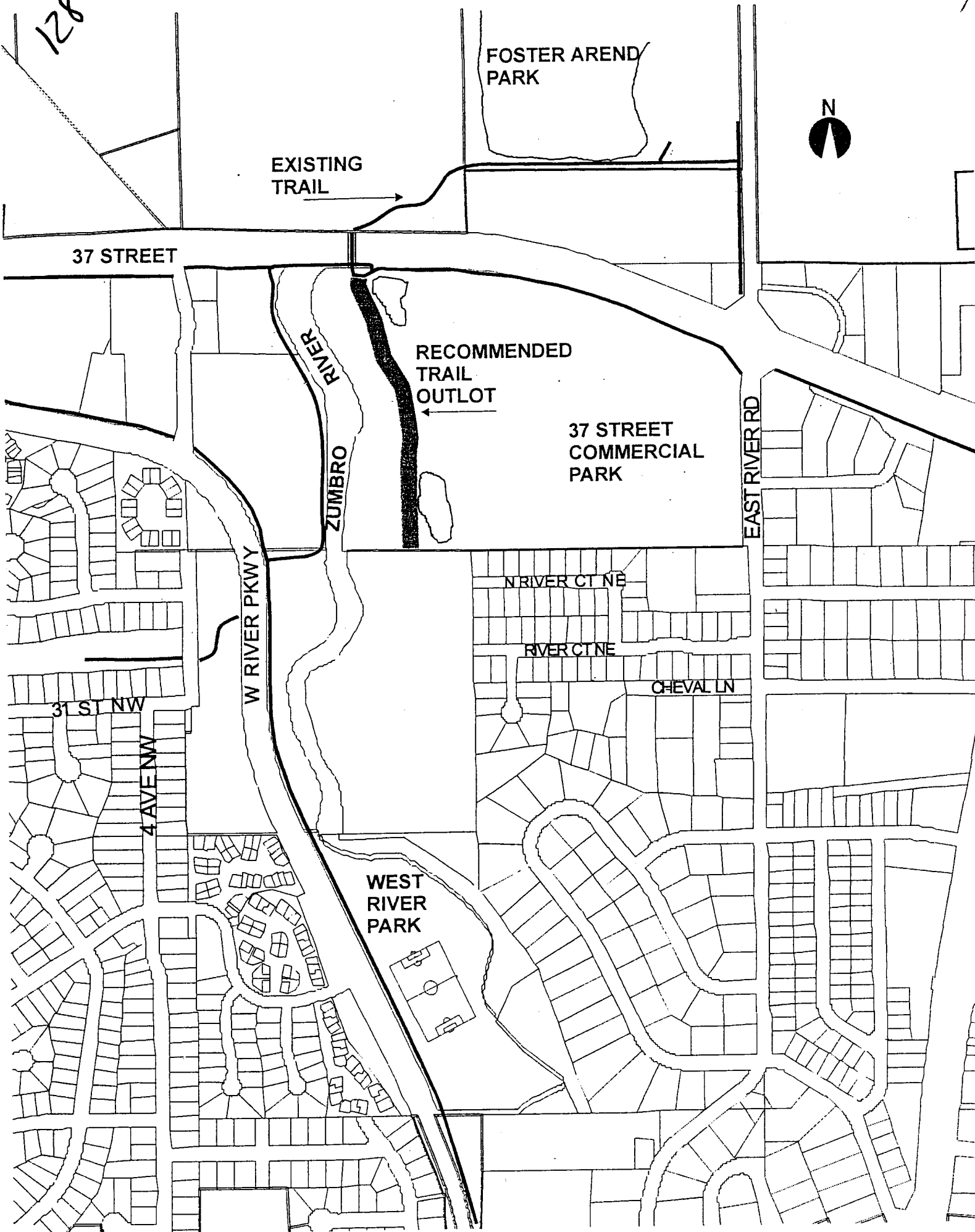
CHEVAL LN

31 ST NW

4 AVE NW

W RIVER PKWY

WEST
RIVER
PARK



ROCHESTER

— Minnesota —

TO: Consolidated Planning Department
2122 Campus Drive SE
Rochester, MN 55904

129 /
DEPARTMENT OF PUBLIC
WORKS
201 4th Street SE Room 108
Rochester, MN 55904-3740
507-287-7800
FAX – 507-281-6216

FROM: Mark E. Baker

DATE: 1/31/03

The Department of Public Works has reviewed the application for General Development Plan #199, for the proposed 37th Street Commercial Park development. The following are Public Works comments on this request:

1. Prior to Final Plat submittal, and/or development of this Property, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements to 37th ST NE & East River Rd NE (including the construction of turn-lanes), access control, pedestrian facilities, right-of-way dedication, extension of utilities, and contributions for public infrastructure including installation of future Traffic Signal(s).
2. No right in/out private access will be allowed to 37th St NE. The only access allowed to 37th St NE will be the proposed public street.
3. At the new public street access to 37th St NE, the left turn onto 37th St NE may be prohibited until the intersection is signalized, subject to the findings in the TIR.
4. The proposed private access to East River Rd NE will be limited to right-in, right-out only and may require the construction of a median in East River Rd, or other methods to limit traffic movement, based on the results of the TIR.
5. Additional ROW dedication may be required through the platting process to accommodate needed improvements to 37th St NE & East River Rd NE.
6. Dedication of Controlled Access will be required along the entire frontage of 37th St NE and East River Rd NE, with the exception of a single public access on 37th St NE, and a single public and single private access on East River Rd NE.
7. Grading & Drainage Plan approval is required for this development. On-site detention facilities are required to address stormwater quality. In addition, a Storm Water Management fee will apply to any areas of this property that are not served by privately constructed on-site stormwater detention facilities that regulate post development run-off from this site to pre-development rates. Execution of an Ownership & Maintenance Declaration will be required for any privately constructed storm water facilities that serve less than 50 developable acres.

ROCHESTER

— Minnesota —

TO: Consolidated Planning Department
2122 Campus Drive SE
Rochester, MN 55904

DEPARTMENT OF PUBLIC
WORKS
201 4th Street SE Room 108
Rochester, MN 55904-3740
507-287-7800
FAX - 507-281-6216

FROM: Mark E. Baker

8. In addition to the existing pedestrian facilities along the frontage of 37th ST NE, the Owner is obligated to provide pedestrian facilities along the entire frontage of the Property abutting East River Rd NE, and along both sides of all new public streets within this development.
9. Dedication of a drainage & utility easement will be required on the Final Plat over the entire area that is within the 100 year flood plain.

Charges/fees applicable to the development of this property will be addressed in the Development Agreement and will include (rates below are current through 7/31/03):

- ❖ **J8856 Sanitary Sewer & Watermain to Kilpatrick Subd on 37th St NE:**
 - Sanitary Sewer along 37th St @ \$25.2357 per foot (includes 10 years interest) x approximately 1230 feet = approximately \$31,039.91
 - Watermain along East River Rd @ \$48.8723 per foot (includes 10 years interest) x approximately 760 feet = approximately \$37,142.95
 - Sanitary Sewer Area Charge (SAC) @ \$1928.8990 per acre (includes 10 years interest) = TBD, based on developable acreage.
- ❖ **Construction of Pedestrian Path along 37th St NE:**
 - \$27.88 per foot (current rate) x approximately 2000 feet = approx. \$55,760.00
- ❖ **J8906 Sanitary Sewer & Watermain to Serve 37th St Business Park:**
 - Sanitary Sewer East River Road and 37th St corner @ \$53.3776 (includes 10 years interest) x 1137.41 feet = \$60,712.22
- ❖ **J9029 Watermain in 37th St NE:**
 - Estimated \$40.19 per ft x approx. 1190 ft = \$47,826.10
- ❖ **Water Availability Charge (WAC) @ \$1790.25 per developable acre.**
- ❖ **J9172 Current Assessment Balance for resurfacing 37th St NE = \$5,119.19**
- ❖ **Storm Water Management - TBD**



The hand to reach for...
DAVID A. KAPLER
Fire Chief

DATE: January 29, 2003

TO: Jennifer Garness, Planning

FROM: R. Vance Swisher
Fire Protection Specialist

SUBJ: General Development Plan #199
37th Street Commercial Park
East of the Zumbro River, west of East River Road NE and south of 37th St NE.

With regard to the above noted project plan, the fire department has the following requirements:

1. An adequate water supply shall be provided for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be in place prior to commencing building construction.
2. Streets and roadways shall be as provided in accordance with the fire code, RCO 31 and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
3. All street, directional and fire lane signs must be in place prior to occupancy of any buildings.
4. All buildings are required to display the proper street address number on the building front, which is plainly visible and legible from the street fronting the property. Number size must be a minimum 4" high on contrasting background when located on the building and 3" high if located on a rural mail box at the public road fronting the property. Reflective numbers are recommended.

c: Donn Richardson, RPU, Water Division
Yaggy Colby Associates, Attn Wade Dumond, 717 3rd Ave SE, Rochester, MN 55904

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PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE - SUITE 200
ROCHESTER MN 55904-4744
www.olmstedpublicworks.com
507.285.8231

January 27, 2003

Jennifer Garness
Planning Department

Dear Jennifer:

The Public Works Department has reviewed the General Development Plan #199 and has the following comments:

- ***An Olmsted County Highway Access Permit will be needed for proposed access points on CSAH 22.***
- ***Access control must be shown on plat along CSAH 22.***

Sincerely,

Michael Sheehan
County Engineer

MTS/ts



T:\PWDATA\ENGINDOC\PLANZONE.DOC

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

WETLAND COMMENTS FOR DEVELOPMENT APPLICATIONS

Application Number: General Development Plan #199 - 37th St. Commercial
Park

- ☐ No hydric soils exist on the site based on the Soil Survey
- ☒ Hydric soils exist on the site according to the Soil Survey. The property owner is responsible for identifying wetlands on the property and submitting the information as part of this application.
- ☐ A wetland delineation has been carried out for the property and is on file with the Planning Department.
- ☐ A wetland delineation is on file with the Planning Department and a No-Loss, Exemption, or Replacement Plan has been submitted to the Planning Department.
- ☒ A wetland related application has been approved by the City. This plan incorporates the approved wetland plan.
- ☐ No hydric soils exist on the property based on the Soil Survey. However, due to the location in the landscape, the property owner should examine the site for wetlands. The property owner is responsible for identifying wetlands.
- ☐ Other or Explanation:



January 17, 2003

Rochester-Olmsted
CONSOLIDATED PLANNING DEPARTMENT
2122 Campus Drive SE
Rochester, MN 55904-7996

REFERENCE: General Development Plan #199 by 37th Street Commercial Park, LLC to be known as 37th Street Commercial Park.

Dear Ms. Garness:

Our review of the referenced general development plan is complete and our comments follow:

1. The property may be subject to the water availability fee, connection fees or assessments. The Land Development Manager (507-281-6198) at the Public Works Department determines the applicability of these fees.
2. This property is within the Main Level Water System area, which is available along a portion of 37th St. NE, along East River Rd. NE and a stub-out between Lots 9 & 10, Block 1 River Court 3.
3. Static water pressures within this area will range from 73 to 83 PSI (depending on final site elevations).
4. The water main in the cul-de-sac street must be connected to the stub-out from River Court 3 per our requirements.
5. We will work with the applicant's engineering firm to develop the necessary water system layout to serve this area.

Please contact us at 507-280-1600 if you have questions.

Very truly yours,

Donn Richardson
Water

C: Doug Rovang, RPU
Mike Engle, RPU
Mark Baker, City Public Works
Vance Swisher, Fire Prevention
Gale Mount, Building & Safety
Wade Dumond, Yaggy Colby Associates
37th Street Commercial Park, LLC

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50's PSI). This station shall be sized to serve the adjacent property to the south.

5. Pedestrian facilities shall be required along both sides of all new public roadways within this property, as well as, the south side of Century Hills Drive NE. The Owner shall also provide a 10' wide bituminous path along the entire frontage of the property abutting East Circle Drive, and dedicate any applicable easement and/or right-of-way needed for the path.
6. The applicant shall obtain an Olmsted County Highway Permit for any work being proposed in CSAH 22 right-of-way.
7. Parkland dedication shall be met as outlined in the January 31, 2003 memorandum from Rochester Park and Recreation.
8. No parking shall be allowed, at any time, along the cul-de-sac bulbs associated with this plat, along one side of each roadway associated with the plat, nor along both sides of Century Hills Drive NE. These areas shall be posted "No Parking."
9. Prior to recording the Final Plat, the applicant shall dedicate off-site drainage & utility easements for this development and shall dedicate a Noise Easement for the entire subdivision which exempts the City & County from being obligated to provide sound walls to mitigate noise impacts from adjacent roadways.

Zoning District Amendment #03-02 by Todd Ustby to zone approximately 2.21 acres R-1X (Mixed Single Family Extra) upon annexation to the City of Rochester. An Annexation petition and General Development Plan are being considered concurrent with this petition.

AND

General Development Plan #200 by Todd Ustby to be known as Viola Hills Subdivision. The Applicant is proposing to develop approximately 12 acres of land located west of Osjor Estates, east of Schaeffer Lane and north of Viola Road (CR 2) with single family homes and townhomes. The property is proposed to be served by a public road, with two cul-de-sacs. An Annexation petition for the entire property, and a Zoning District Amendment for a portion of this property are being considered concurrent with this petition.

Ms. Petersson asked if anyone from the audience wished to speak with regard to the request, however, the items would be continued to February 26, 2003.

Ms. Baker explained that the consultant indicated that they were going to try to contact someone in the area to let them know that the requests would be continued to February 26, 2003.

Mr. Burke moved to continue Zoning District Amendment #03-02 and General Development Plan #200 to be known as Viola Hills Subdivision by Todd Ustby to February 26, 2003. Ms. Rivas seconded the motion. The motion carried 6-0.

~~General Development Plan #199 to be known as 37th Street Commercial Park. The Plan proposes to develop approximately 55 acres of land zoned B-4 (General Commercial),~~

located east of the Zumbro River, west of East River Road NE and south of 37th St. NE. The Plan proposes public roadways with access to 37th Street and East River Road, and proposes multiple lots for commercial development.

Ms. Mitzi A. Baker presented the staff report, dated February 6, 2003, to the Commission. The staff report is on file at the Rochester-Olmsted Planning Department.

Ms. Baker explained that the property had been zoned B-4 for about a decade. She gave some background information on the property.

Mr. Burke asked if it is common to have a detention pond in the 100-year flood plain.

Ms. Baker explained that stormwater ponds could be located in the 100 year flood plain, just not in the floodway. Ms. Baker showed the floodway and flood plain.

Mr. Wade DuMond, of Yaggy Colby Associates, addressed the Commission. He stated that the applicant is in agreement with the conditions.

Mr. DuMond explained that, when the County purchased the property from the property owner in the late 1960's, they committed to having three access points.

Mr. DuMond stated that he had a meeting set up with Charlie Reiter (Planning Department Transportation Planner) on Thursday with regard to the geometrics and traffic report.

Mr. DuMond stated that the neighborhood expressed the following concerns:

1. The amount of traffic heading south from River Court NE. He explained that the City Bus Line and school bus picks people up at that intersection (East River Road and River Court NE). He indicated that he spoke to the neighborhood with regard to the following traffic calming ideas:
 - a. stop signs
 - b. creation of speed tables similar to those on Fox Valley Drive
2. Buffering from the neighborhood. The applicant has agreed to a minimum 30 foot buffer between the residences and the commercial area.
3. Whether 30 feet would be far enough with regard to a parking lot or loading area. He explained that the buffer would expand when having a parking lot over 6 stalls or a loading area.

Ms. Rivas asked if the applicant proposed to market the lots together.

Mr. DuMond responded that they are showing the preliminary intent at this time. A person could purchase several lots.

Mr. Eric Evans, of 150 North River Court NE, Rochester MN, addressed the Commission. He stated that he did not initially understand how much traffic would increase with the development. He stated that he thinks that most of the traffic will end up on East River Road. He expressed concern with the lack of traffic control on East River Road.

Mr. David Benda, of 1006 20th Street NW, Rochester MN, addressed the Commission. He stated that he was the 6th Ward Councilman. He asked if they should wait until they have an

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issue concerning a left turn out onto 37th Street and solve it then or if it is better to resolve it now.

Ms. Baker stated that there have been suggestions from different road authorities for different approaches. One suggests that we do not wait for it to become a problem and do not allow the left turn movement initially. Another suggestion is that we could have a full opening and allow it initially, with the idea that it could end up be eliminated in the future. Since it is a County Road, County Public Works will need to make a final determination. She explained that the final design had not been determined at this time.

Mr. Benda asked if it would be resolved prior to it coming before the City Council.

Ms. Baker responded that they are waiting for additional traffic analysis information from the consultants prior to a final determination being made. She explained that she was unsure of the timing.

Mr. DuMond responded that they hope that the signal light at the intersection of 37th Street gets built right away. He explained that the developer has agreed to pay for the light.

Ms. Rivas asked if the neighborhood preferred a stop sign instead of the signal.

Mr. DuMond responded that the neighborhood would need to express their interest to the Council members.

Mr. Benda clarified that the developer would pay for all the changes incurred along 37th Street (turn lanes, changing media, traffic light, etc.).

Mr. DuMond responded yes.

Mr. Benda stated that Mr. Reiter's report discussed not putting a signal there due to the close proximity to the signal at East River Road and 37th Street. He said that there may be some tradeoffs.

Mr. Benda asked what the required buffering would be.

Ms. Baker responded that there is an automatic requirement for bufferyard between a development in the B-4 zoning district and residential zoning district. She pointed out that the 30 feet the applicant is showing is not a zoning requirement that it be 30 feet. The applicant could go down to 10 feet, according to the Zoning Ordinance.

Mr. Mark Heminger, of 102 North River Court NE, Rochester MN, addressed the Commission. He asked if there was any guarantee that, after being approved, they cannot place big box retail in the development.

Ms. Petersson responded no.

Mr. DuMond responded that, even without a general development plan, it could be a big box retail right now.

Ms. Baker stated that the character of development identified suggests that it would not be big box retail. At staff's level, they could allow for modifications to the plan at the time of

development that may identify consolidating several of the lots. However, if someone wanted to purchase the majority of the property, it would not be consistent with the general development plan and traffic analysis that was completed.

Mr. DuMond stated that the traffic report that is being redone with Mr. Reiter does allow for a grocery use. The intent was that someone could purchase 4 or 5 lots.

Mr. Eric Evans, if 150 North River Court NE, Rochester MN, addressed the Commission. He stated that he would prefer not to have the new road exit onto East River Road. Without the left turn ability onto 37th Street, there will be more traffic coming down East River Road.

Ms. Rivas stated that moving the access point north would not meet standards. She explained the reason to line up the roadway with Service Road.

Ms. Baker stated that it was her understanding that there will not be a signal located at that intersection. She explained that too many signals on a roadway jeopardize the purpose for which the roadway was constructed.

Mr. Dave Sigl, of 110 North River Court NE, Rochester MN, addressed the Commission. He explained the importance of having a controlled intersection at 37th Street. He stated that the compactness of the lots is part of the issue.

With no one else wishing to be heard, Ms. Petersson closed the public hearing.

Ms. Rivas moved to recommend approval of General Development Plan #199 to be known as 37th Street Commercial Park with staff-recommended findings and conditions. Mr. Burke seconded the motion. The motion carried 6-0.

CONDITIONS:

1. The GDP shall be revised to eliminate the right in/out access to 37th Street.
2. This property must be platted prior to development. At the time of platting, 1) additional right-of-way may need to be dedicated for 37th Street and East River Road, 2) controlled access will need to be dedicated for the frontage along 37th Street, except for the one public street opening, and also along East River Road except for the approved driveway and public street opening, 3) the applicant shall dedicate a drainage easement over the 100 year floodplain where elevation will be at or below the 100 yr flood elevation following grading of the property 4) the applicant shall dedicate a 30' wide pedestrian Outlot in the Floodway designated area, to the City, for future trail access to 37th Street from the residential area to the south.
3. The applicant/owner shall execute a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements to 37th Street and East River Road, access control, pedestrian facilities, right-of-way dedication, extension of utilities and contributions for public infrastructure.
4. Because off site public facilities are currently inadequate to handle the proposed

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development (i.e. transportation improvements are needed), the development must be phased-in in a manner consistent with the City's planned infrastructure improvements. No development will occur and no further development permit will be issued until the Council determines public facilities are adequate to accommodate this development.

5. Execution of an Ownership & Maintenance Declaration will be required for any privately constructed storm water facilities that serve less than 50 developable acres. A Storm Water Management fee will apply to any areas of this property that are not served by privately constructed on-site stormwater detention facilities that regulate post development run-off from this site to pre-development rates.
6. Pedestrian facilities will be required along both sides of the public roadways and also along the entire frontage abutting East River Road.
7. The final median design on 37th Street has not been determined. Final design for modifications to 37th Street and East River Road must be approved by the road authorities prior to development of the property. The timing and phasing of development relative to roadway improvements must also be finalized.
8. The proposed private access to East River Road will be limited to right in/out only and may require the construction of a median in East River Road, or other methods to limit traffic movement, based on results of Traffic Impact Report.

Mr. Burke asked if there is any proposal of upgrading East River Road south of the property.

Ms. Baker responded that she was not aware of any plans of improvement. However, there are ongoing discussions with regard to traffic calming.

Discussion ensued regarding improvements being made.

OTHER BUSINESS:

Ms. Baker asked who would like to volunteer to be on the Commercial and Industrial Parking Committee. She explained that Ms. Wiesner expressed interest, but she wanted to see if anyone else wanted to volunteer.

Ms. Rivas explained that she was already a representative on the committee from CUDE.

Ms. Petersson volunteered to be on the Committee.

1. As may be brought up with members

No discussion items were brought forward.

